



North Focus Area

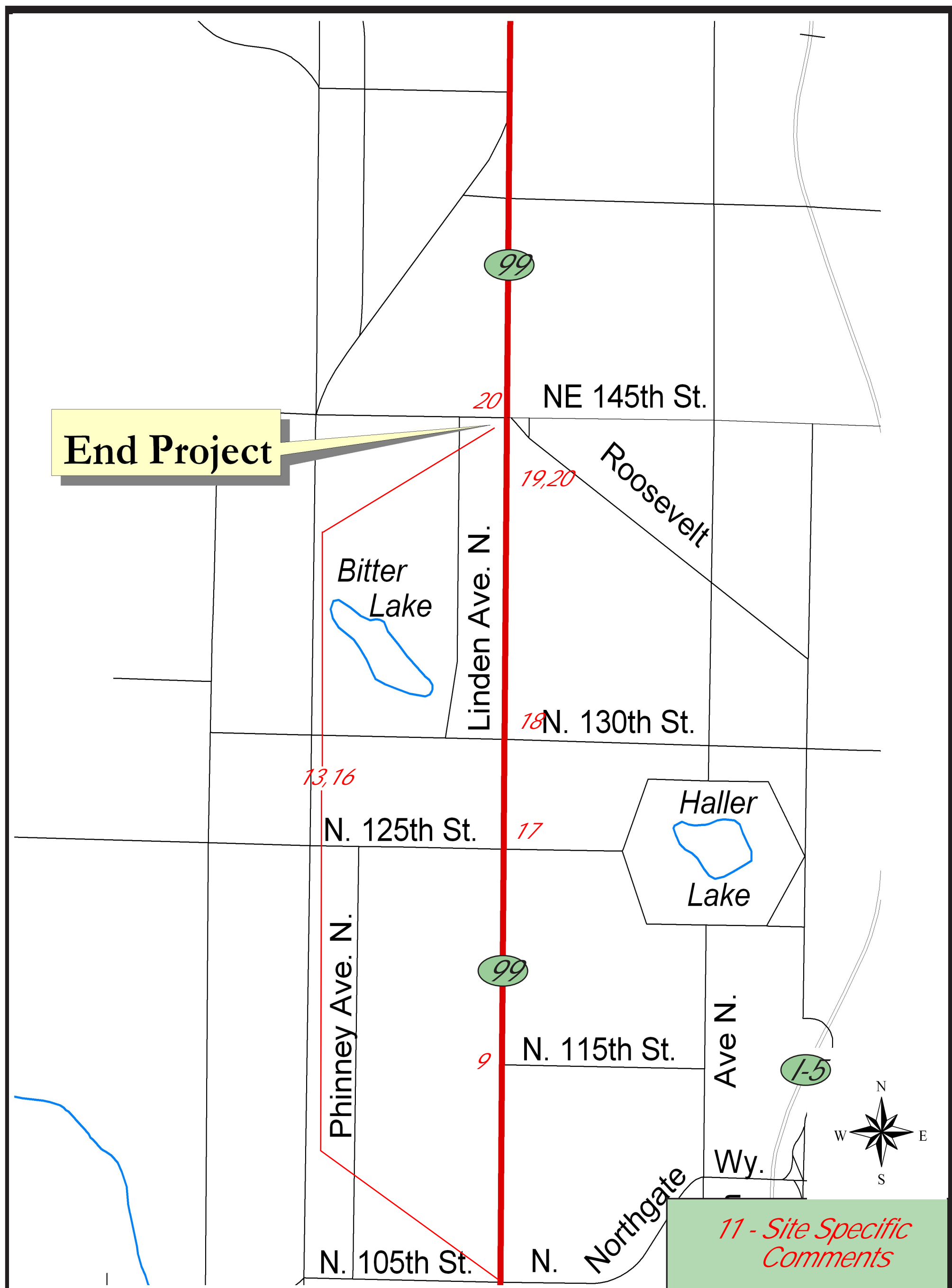
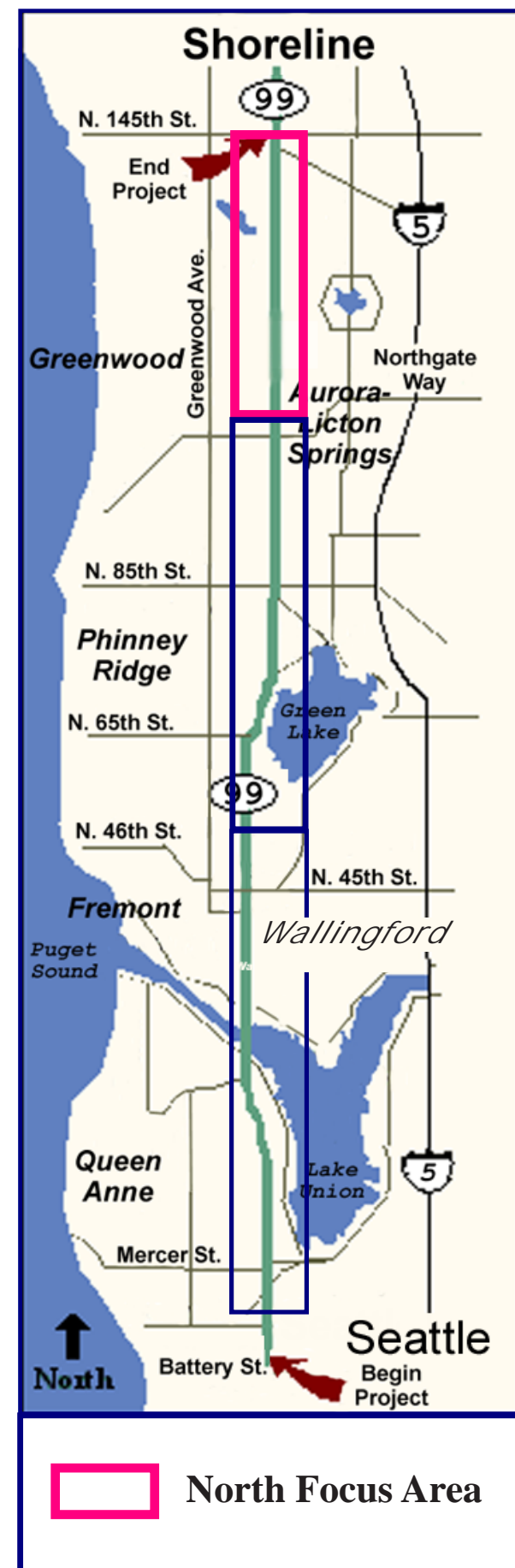
Public Comments N. 110th Street to N. 145th Street



SR 99 @ N. 130th Street



SR 99 @ N. 145th Street



An Overview of Public Comments

The following comments were provided by the public as well as businesses and community organizations along the corridor.

Access

1. Space business accesses at 50 feet
2. Eliminate driveways where possible, especially if there is access through a side street (i.e. PCC Market and Oak Tree)
3. Maintain on-street business parking
4. Eliminate all parking along Aurora/SR 99, especially when service falls below LOS C
5. Look at work done in SeaTac, Des Moines—limiting two-way left-turns, sidewalks, focusing business access
6. Look into the possibility of U-Turns in this section of SR 99
7. Keep the current dedicated two-way left-turn lanes
8. Limit left-turn lanes along SR 99 to existing signalized intersections
9. Connect the Home Depot driveway to N. 115th St.

Medians

10. Add low profile vegetation in medians
11. Keep center median open for turning vehicles
12. Center turn-lane is a real problem
13. Install median planting strips from N. 105th Street to N. 145th Street
14. Raise Jersey barrier where it exists by two feet so no one will want to climb over it.

Transit

15. Improve speed and reliability of transit service

Non-Motorized

16. Install concrete curbs and curb ramps between N. 115th St. to N. 145th St.
17. Lengthen the pedestrian crossing times at N. 125th St.
18. The N. 130th St. overcrossing is not being used. Provide illuminated signage and shrubbery to direct pedestrians to identified crossings
19. Add a pedestrian activated signal at N. 140th St.
20. Look at possible underpass-overpass locations at N. 140th St. and N. 145th St.
21. Need pedestrian activated signals
22. Limit pedestrian crossings to one per five-block segment, and if possible, provide an underpass instead
23. Bicycle facilities along SR 99 should be limited considering the proximity to the Interurban right of way and traffic speed
24. A bicycle route should be established along Westlake to the Fremont Bridge and then north along Stone Way to Green Lake under the SR 99 underpass north of Woodland Park, up Linden Avenue to 85th St., and along the Interurban right-of-way from 85th St. to Colby St. in Everett

Sidewalks

25. Add sidewalks that conform to the existing ones
26. Bring walkways up to code
27. Establish sidewalk-width guidelines with developers so there is width continuity between new sidewalks and old sidewalks
28. Address sidewalk issues
29. Correct sloping driveway aprons so that sidewalk users can maintain level ground
30. Install sidewalks, curbs, and gutters along the entire length of Aurora
31. Build out sidewalks as right-of way permits

Other Safety Issues

32. Support education and law enforcement activities that reduce alcohol consumption
33. Landscaping should be low-growing shrubbery
34. Consider installing low-pressure sodium lights to discourage prostitution
35. Consider motion sensor sprinkler systems and/or sporadic sprinklers
36. Look at location of drinking establishments in relation to High Accident Locations.
37. Improve signal phasing and turning movements
38. Provide more law enforcement
39. Don't focus on traffic calming; speeds should be maintained at 50 mph

Mobility

40. Do not support bus-only lanes if converting them from general-purpose lanes

Other

41. Allowance for some property-side landscaping only
42. Make sure improvements don't cause traffic to move onto residential streets
43. Concerned about this study paralleling the Shoreline Study
44. Consider raising the corridor and putting retail businesses underneath
45. Make sure project improvements meet the American's with Disabilities Act (ADA) guidelines
46. Need for logical re-development
47. Placement of street furniture should be at the discretion of property owners

